United Nations A/65/738

General Assembly

Distr.: General
17 February 2011

Original: English

Sixty-fifth session
Agenda item 143
Administrative and budgetary aspects of the financing of the United Nations peacekeeping operations

United Nations air operations

Report of the Secretary-General

Summary

The provision of appropriate and effective air support and air transportation services to United Nations peacekeeping missions and special political missions through the use of both Member State military aircraft and commercially contracted air carriers remains a key enabling factor in the achievement of Security Council-mandated objectives in United Nations field missions. The United Nations faces challenging operational conditions in which it utilizes its air assets, in terms of geographical expanse, depleted and marginal infrastructure, military considerations and the scale of logistical support requirements. Missions continue to rely on the use of air transport to ensure uninterrupted critical support to operations and to fulfil United Nations responsibilities with respect to the safety and security of United Nations peacekeepers and staff. The Secretariat has taken measures to improve its air operations acquisition strategy, based on, inter alia, the improved forecasting of needs, and has continued to integrate its fleet operations in the context of the implementation of the global field support strategy.

The United Nations aircraft fleet has increased in size from 104 aircraft supporting 15 missions in 2000/01 to 257 aircraft supporting 20 field operations in 2010/11. The direct operating cost associated with this commitment has increased in an exponential manner due to a variety of external factors beyond the increase in fleet size, higher fuel costs and the number of operations supported. In noting the concern of Member States that effective and safe air support be assured while costs are controlled, the present report comprehensively examines United Nations air operations in the strategic context of the global field support strategy and a range of related initiatives to address efficiency and cost-effectiveness. A robust risk-management regime is in place to ensure adherence to the applicable aviation safety, quality and performance standards and to guide overall the management of the aviation programme at United Nations Headquarters and in the field. The Secretariat

Please recycle

has undertaken a review of the terms and conditions of the letters of assist under which Member States provide aircraft to ensure that Member States are equitably compensated for the provision of air assets to United Nations peacekeeping. It has also reviewed arrangements with other United Nations agencies to enhance cooperation in the delivery of air operations.

Contents

		Page
I.	Introduction	3
II.	Overview of air operations	3
III.	Strategic planning and acquisition strategy	4
	A. Determination of aircraft requirements	6
	B. Acquisition process for air services	8
	C. Procurement methodology	9
IV.	Management of the global United Nations air fleet	9
	A. Strategic approach	9
	B. Headquarters Air Transport and Movement Control Sections	11
	C. Global Service Centre at Brindisi	11
	D. Transportation and Movements Integrated Control Centre	13
	E. Field mission air operations	14
V.	Military aircraft provided to the United Nations under letters of assist	15
VI.	Aviation standards, quality, performance and aviation safety	16
	A. United Nations aviation standards	17
	B. Aviation quality assurance programme of the Department of Field Support	17
	C. Air operator vendor registration	18
	D. Aviation specialist development and training	18
	E. Aviation safety	19
VII.	Conclusions	20
Annexes		
I.	Department of Field Support aviation fleet	21
II.	Rising costs of the Department of Field Support aviation fleet	22
III.	Military aircraft status in peacekeeping	23
IV.	United Nations Aviation Technical Advisory Group: terms of reference	24
V.	Department of Field Support list of approved air carriers	26

I. Introduction

1. The present report is submitted in response to General Assembly resolution 64/269, in which the Assembly endorsed the conclusions and recommendations of the Advisory Committee on Administrative and Budgetary Questions in its report (A/64/660), including the request for a comprehensive report on air operations (para. 55).

2. The provision of appropriate and effective air support and air transportation services to United Nations peacekeeping missions and special political missions through both the use of Member State military aircraft and commercially contracted air carriers remains a key enabling factor in the achievement of Security Council-mandated objectives in field missions. Air support provides for continuity in logistics support during the transition from peacekeeping to political missions and often provides the sole transportation and logistics lifeline for isolated special political missions. The report examines current United Nations air transport operations activities and related issues in a comprehensive manner and outlines the overall management approach being taken to further improve the service delivery of air operations in the context of the global field support strategy of the Department of Field Support.

II. Overview of air operations

3. The Department of Field Support has implemented aviation industry best practice for usage of acquired air assets and realized demonstrable operational cost efficiencies and effectiveness in service delivery to the missions. Currently, 12 peacekeeping missions and 8 special political missions are supported with aircraft operating under the United Nations flag. The United Nations aircraft fleet, engaged on a longer-term contractual basis, has increased in size from 104 aircraft supporting 15 missions in 2000 to 257 aircraft (comprising 71 fixed-wing aircraft, of which 3 are under letters of assist and 186 helicopters, of which 82 are under letters of assist) supporting 20 missions in 2010. During this period, over 4.6 million passengers were transported across missions. With respect to strategic troop movements using aircraft engaged on a short-term charter basis, letters of assist and existing mission long-term assets, 240,178 peacekeepers and 13,892 tons of cargo and equipment were transported during 2009-2010 (see annex I).

4. The approved peacekeeping air transportation budgets for the period from 1 July 2009 to 30 June 2010 cumulatively amounted to $927.37 million for Department of Peacekeeping Operations missions and an additional amount of $76.08 million in support of political missions. Troop rotations utilizing short-term aircraft charter, letters of assist and United Nations long-term aircraft, amounted to a charge of $153.1 million in 2009-2010. The direct operating cost associated with air support (see annex II) has increased in an exponential manner due to a variety of external factors beyond those associated with the increase in fleet size and number of missions supported.

5. In particular over the past five years, the lease or rental costs of aircraft, aviation fuel and ancillary support have increased markedly, and are likely to continue rising. The availability of aircraft in the commercial marketplace has been under pressure as air carriers have concerns with the security environment in which

United Nations missions operate. However, market rationalization, the international fiscal environment and competing market forces within domestic markets have given rise to interest among many new commercial players in operating for the United Nations. Concurrently, a full working group review and analysis is being undertaken to explore ways of making the terms and conditions under United Nations letters of assist more conducive to the increased participation of Member States in the provision of military aircraft and their aviation contingents.

6. The increase in recent years in the cost of aviation fuel constitutes a significant financial strain upon the operation of long-term chartered aircraft under lease arrangements. Improved fuel efficiency is a key driver in the strategic initiatives of the Department of Field Support and a principal objective of the global approach using the Strategic Air Operations Centre at Brindisi. Missions have a proactive role to play in monitoring usage in terms of industry best practice, particularly in relation to the fixed-wing fleet. It must be noted, however, that helicopters operating at their performance limits in difficult environments are not fuel efficient, but deployment of newer aircraft in the medium to long term will yield improvements.

7. In accordance with the recommendation of the Office of Internal Oversight Services in its audit of air operations, the Department of Field Support has undertaken to consolidate its strategic aviation initiatives into an integrated, comprehensive peacekeeping aviation strategy, which will be finalized in early 2011, and will be aligned, as appropriate, with the goals and objectives of the global field support strategy.

III. Strategic planning and acquisition strategy

8. Air assets for United Nations air operations are acquired on a mission-by-mission basis and are subject to the individual budgets approved for each mission in support of its mandate. Following acquisition and deployment of aircraft, mission leadership has responsibility for the full utilization of the air assets and the safety, quality and performance of the air carriers and aviation contingents throughout the term of the related commercial contracts and letters of assist. The concerns of the legislative bodies with respect to the utilization rates of deployed aircraft are noted and are being addressed comprehensively. The Department of Field Support manages overall fleet planning and acquisition strategically to realize efficiencies and economies of scale through sharing of certain aircraft between missions, while ensuring each mission's discrete needs are fully met. This strategic management, which includes cross-mission use of air assets, is fully consistent with the United Nations Financial Rules and does not compromise the integrity of mission budgets. Costs accrued in respect of the usage of an aircraft in support of another mission are fully recovered from the supported mission. The effective coordination of air operations in the United Nations requires a robust planning capability to ensure the early identification of requirements and the timely acquisition of strategic airlift capacity, especially in crises and to meet mission surge requirements, where aircraft of the United Nations fleet are not available or suitable for the task.

9. At the strategic level, the Air Transport Section of the Department of Field Support is responsible for oversight over the global budgetary and programmatic aspects of air operations in respect of operational efficiency, safety, quality standards and performance. The Air Transport Section provides the policy

framework and strategic planning guidance for the conduct of United Nations air operations in peacekeeping, and validates mission annual air operations budget submissions and performance reporting. The capacity of the Department of Field Support to analyse aircraft usage data in a speedy, accurate manner supports decision-making on aircraft deployments.

10. With respect to military air operations requirements, the Department of Peacekeeping Operations, in coordination with the Department of Field Support, provides strategic planning to ensure that force requirements are fulfilled with respect to the provision and capability of military aviation units and aircraft of troop-contributing countries. The Department of Field Support ensures that the operational integration of military and civil aviation at the mission level meets the military air support requirements of force commanders and optimizes utilization of military utility aircraft under letters of assist with troop-contributing countries through mission tasking of the utility helicopters. Armed military aircraft may also be used, depending on current operational tempos and exigencies; however, the presence of such aircraft in theatre constitutes a standing military capacity and deterrent. These issues were addressed in the report of the Secretary-General to the Special Committee on Peacekeeping Operations during 2010 (A/64/768) and will be further elaborated on in the context of the "New Horizon" non-paper of the Department of Peacekeeping Operations during 2011. Although military aircraft under letters of assist have been deployed strictly in support of an individual mission mandate, more recently, flexibility and responsiveness have been demonstrated with the ready redeployment of military aviation units and aircraft to the United Nations Organization Stabilization Mission in the Democratic Republic of the Congo, the United Nations Mission in the Sudan (UNMIS) and the United Nations Operation in the Congo upon authority of the respective troop-contributing countries.

11. The Department of Field Support at Headquarters plans and executes strategic global movements, including deployment, rotation and repatriation of military contingent and civilian police unit personnel and equipment. It also arranges the movement of United Nations-owned equipment on deployment, redeployment and withdrawal, and analyses all strategic (global) movement requirements to and from the supported field missions, determines the mode of transport to be utilized, the transportation asset that will be used and coordinates those movements. For air movements, the Movement Control Section may make use of commercial aircraft under short-term charter arrangements, United Nations aircraft on long-term charter or national government commercial or military aircraft under United Nations letters of assist arrangements with Member States. In carrying out this role, the Department of Field Support coordinates with representatives from the permanent missions to the United Nations, troop- and police-contributing country military/police headquarters, staff of the Military and Police Divisions of the Department of Peacekeeping Operations, Department of Management Procurement staff, Department of Peacekeeping Operations and Department of Field Support staff and field mission administrative and military personnel.

12. Air transport services for specific tasks may be procured through technical service agreements with other United Nations agencies, most notably the World Food Programme (WFP), where their existing capacity is used on an as available basis. Examples of recent cooperation have included short-term cargo airlifts to alleviate the cargo backlog in the African Union-United Nations Hybrid Operation

in Darfur (UNAMID) and special short-term flight support to special political missions, for example, in Cyprus, that is not readily supportable using the peacekeeping fleet. In addition, specialized air transport services, including ground handling support and air ambulance services, may be procured at the regional or mission level, as needed. In principle, very large volume cargo aircraft will only be acquired on a short-term basis to meet a specific airlift need the priority of which demands it.

A. Determination of aircraft requirements

13. Commercial contracts or letters of assist are the subject of a full justification process and are in line with force requirements in the annual budget preparation for the specific mission. For each commercial segment, such as a medium utility helicopter, the planning assumptions are based on the specific identified requirements to meet the effort needed to achieve mission mandated objectives. The air support roles are predominantly medical evacuation and casualty evacuation military and police operations, logistics operations, passenger and cargo flights, patrolling/reconnaissance, search and rescue, and special liaison flights.

14. To facilitate a broader definition of global United Nations aviation requirements and the strategic goal of the implementation of an integrated fleet approach, individual mission aircraft/service needs are broadly defined in terms of three distinct categories and their associated operational tasks, as follows:

(a) Strategic intercontinental airlift requirements (for global troop rotation, United Nations passengers and cargo);

(b) Regional inter-mission airlift requirements (for troop rotation within Africa, United Nations passengers and cargo, special liaison and VIP flights, medical evacuation);

(c) Dedicated in-mission operations requirements (casualty evacuation and medical evacuation, military and police operations, United Nations passenger and cargo, search and rescue, welfare).

15. For each peacekeeping mission, the annual budget submission will reflect these requirements in terms of the number, type and category of aircraft, the lease costs, the projected flying hours requirement for each asset and the estimate of associated fuel and air navigation costs in the budget year. For special political missions, the premise is that each will be supported from existing deployed capacity in the peacekeeping missions where this is possible in consideration of geographical proximity and the cost-benefit analysis of the approach. In such cases, the special political mission reimburses the peacekeeping mission for the cost of the use of the aircraft. Where the mission is isolated, consideration of a budgetary provision for a dedicated aircraft and staff is made. The background analysis required to justify each asset is detailed later in the present report.

16. Three special cases of within mission air support can also be identified that may require dedicated solutions and procurement effort, as well as the associated cost implication. Firstly, search and rescue, in the case of loss of aircraft, is the responsibility of the host country under the related International Convention. However, where this indigenous capacity is not present, the United Nations acquires this specialized helicopter capability in order to conduct routine air operations.

Secondly, night use of helicopters is restricted to emergency operations, due to the elevated risk associated with night flight in close proximity to the ground. Even then, such operations are dependent on additional risk-mitigating factors being considered by missions. To guarantee a realistic night medical and casualty evacuation capacity, the highly specialized night vision capability is sought where possible to ensure 24-hour coverage to United Nations peacekeepers and staff. Thirdly, medical evacuation and casualty evacuation capability is required of all aircraft types secured for United Nations operations. However, this basic capacity may need to be supplemented with specialist emergency medical teams or air ambulance services, depending on the prevailing medical facility infrastructure.

17. In view of the tasks required, the basic principles underlying the global integrated approach with respect to planning and acquisition are:

(a) Aircraft used for strategic intercontinental and regional inter-mission airlift (e.g. passenger and cargo jet aircraft, C130 Hercules aircraft, regional jets, high speed liaison jets and heavy helicopters) must be shared between missions in order to achieve optimum levels of utilization for pre-planned and scheduled flights;

(b) For ad hoc operational requirements, including special support flights for Organization leadership and all inter-mission support flights, minimize direct operating cost through cost-benefit analysis of available options and discrete aircraft choice for the task;

(c) The realization of global cost and fuel efficiencies through more effective use of fewer assets on the basis of demand analysis;

(d) Increase fleet utilization and fleet segment optimization through real-time analysis at an appropriate frequency and periodic review including budget projection to end of the fiscal period.

18. The concepts of global fleet utilization, fleet segment optimization and the "hub and spoke" principle are interdependent and are the "cornerstones" of the current strategic approach of the Department of Field Support to the provision of air support to worldwide peacekeeping operations. The establishment of the Strategic Air Operations Centre in the Global Service Centre at Brindisi facilitated the implementation of the flight operations component of the strategy. The establishment of the Transportation and Movements Integrated Control Centre at the Regional Support Centre at Entebbe facilitates the enhanced planning component of the strategy and is focused on regional aggregation of passenger, troop and cargo movement demand and advance demand forecasting to inform decisions on the mode of transport to be used. Where air is the selected transportation option, the Centre will facilitate the increased utilization and load factor of the strategic aircraft through the provision of the necessary input for the effective planning of regional flight schedules for the subject missions.

19. Fleet segment optimization is concerned with matching aircraft carrying capacity and performance capability to specific United Nations requirements given the varying Security Council mandates, different geographical theatres of operation and United Nations demand at a given time and place. Optimizing the fleet may be summed up as "right-sizing aircraft to United Nations demand", the priority being the operation of a right-sized and flexible aircraft fleet at the best value for money. Establishing the optimal segment composition with the required number of aircraft is challenging but achievable with enhanced planning capacity as provided through

the Transportation and Movements Integrated Control Centre at Entebbe and the acquisition and development of the Air Transport Management System software.

20. The fleet segment composition is directly allied to the "hub and spoke" principle. Essentially, United Nations Headquarters, in coordination with missions, defines appropriate regional hubs (more significant airports and airfields) into which the strategic logistic effort will be directed. These hubs are able to facilitate the larger, strategic airlift assets. Emanating from these hubs are the regional "spokes", wherein smaller, tactical aircraft feed directly into mission areas of operation. This approach facilitates a measured approach to aviation infrastructural requirements in respect of development needs and maintenance.

21. Fleet utilization, in the global sense, involves realizing the maximum and optimal use of a fewer number of strategic aircraft and a fewer number of the larger tactical aircraft, including heavy lift helicopters.

22. These planning concepts are used at the strategic level in fleet planning at United Nations Headquarters, at the strategic and tactical level in the Strategic Air Operations Centre and the Transportation and Movements Integrated Control Centre in schedule development and optimal route planning for selected assets, and at the operational level in the mission area of operations and development of the flight schedule.

B. Acquisition process for air services

23. The Air Transport Section of the Department of Field Support is the proponent office for all commercial and letters of assist fixed-wing and helicopter air services on long-term charter. Missions are not authorized to establish commercial contracts or letters of assist arrangements for any air services, except for emergency situations and then only after coordination with the Air Transport Section and with the authorization of the Logistics Support Division and the Procurement Division.

24. The acquisition process for air services has several steps, including requirement identification and justification, a bidding process, technical assessment, budget analysis, reviews by the Headquarters Committee on Contracts and approval by the Department of Management. The following procedure and criteria are used by the Department of Field Support for acquiring aviation services and for assessing the responses to solicitations for long-term charter agreements:

(a) The Department of Field Support reviews the mission's mandate, the mission support plan and concept of operations, analyses the level of effort required, and determines special operating requirements, such as 24/7 search and rescue, casualty evacuation and medical evacuation, night patrol and observation and air-drop operations, etc. This analysis is performed by aviation specialists in coordination with mission logistics and aviation personnel. The mission must provide justification for the aviation assets to carry out the mandated objectives based on the relevant Security Council resolution(s);

(b) Aircraft performance and the technical specifications required are assessed. Confirmation with the aviation industry to ensure that the aircraft will have adequate performance capability to meet mission-limiting factors is required. Consideration is given to operating performance limitations, such as altitudes and

temperatures, aircraft range, single-engine performance and minimum runway performance criteria;

(c) The budget requirements are assessed to ensure that sufficient funding is available through coordination with the Field Budget Finance Division and procurement activity is initiated in conjunction with the Procurement Division of the Department of Management;

(d) Following a contract award, the aircraft and crew undergo an in-mission acceptance process to ensure that aviation safety and performance standards are met and that the air carrier is in contractual compliance and ready to perform air operations for the mission;

(e) The long-term aircraft charter agreement (contract) has been revised in consultation with the Procurement Division of the Department of Management and the Air Transport Section to capture operational and contract administrative issues that are pertinent to the efficient management of contracts.

C. Procurement methodology

25. The Department of Field Support and the Procurement Division in the Department of Management are replacing the invitation to bid with the request for proposal method of procurement. This methodology will allow for greater flexibility in acquisitions with the objective of achieving greater value for money in air operations over the full lifetime of contracts through the positive weighting of different performance attributes in the evaluation of submissions. The pilot request for proposal for a long-term aircraft charter in the wide-body long-range passenger jet category has already been launched. The next procurement exercise utilizing request for proposal will be launched for the high speed liaison jet segment in early 2011. The Department of Field Support, in collaboration with the Procurement Division, is promoting the change of solicitation methodology from invitation to bid to request for proposal for all categories of air transport requirements progressively in 2011. Lessons learned from the pilot projects will be incorporated into the new requirements with a view to improving the procurement process.

26. The cost structure currently in use in the United Nations does not guarantee flying hours to the vendor, but rather guarantees a fixed reimbursement in respect of rental of the aircraft and crew over the term of the contract and reimbursement for each flying hour completed at a reduced rate. Short-term aircraft charter agreements for troop rotations and cargo movements are based on the more industry prevalent all inclusive aircraft, crew, maintenance, insurance cost structure per hour flown. The introduction of the request for proposal methodology will require a re-examination of the currently applied cost structure to ensure validity and conformity with industry best practice as applicable.

IV. Management of the global United Nations air fleet

A. Strategic approach

27. The Department of Field Support implements its aviation support programme on a global basis from Headquarters, which is responsible for policy, planning and oversight of all United Nations air operations and strategic movement, and in the

Strategic Air Operations Centre in Brindisi, which is assuming responsibility for global day-to-day air operations. In addition, data on aggregated demand from the Regional Support Centre's Transportation and Movements Integrated Control Centre will inform the strategic management process at United Nations Headquarters and effective operations management at the Global Service Centre in Brindisi. Mission leadership remains responsible for the effective and safe management of assets and the delivery of required air support. These initiatives are envisaged to reduce overall cost of the operation of the current and anticipated aviation fleet, while providing a more efficient and responsive service delivery to missions, which has been evidenced in the level of flexibility and responsiveness of the Organization in the timely deployment of critical additional aircraft and airlift support to the United Nations Stabilization Mission in Haiti following the devastating earthquake in Haiti and more recently in the rapid deployment of United Nations aircraft to relocate staff in the United Nations Operation in the Congo.

28. The development of suitable metrics and key performance indicators to measure efficiency gains is fundamental to the evaluation of the net cost-benefits of the approach to Member States. Progress and annual performance reports will contain estimates of efficiency gains, which will largely derive from a reduction in the numbers of strategic air assets, a reduction in the number of flights conducted, maximizing utilization of existing strategic and tactical air assets and the supporting effort, and a reduction in global aviation fuel expenditures. The focus has been on establishing the necessary operations infrastructure, operational procedures without adversely affecting the required air support to existing peacekeeping missions.

29. Specific additional programme measures under implementation and aimed at enhancing operational efficiency, "right-sizing" the aircraft fleet size and reducing the associated costs include:

(a) Undertaking a comprehensive review of the existing Department of Field Support aircraft fleet, an impact and cost analysis of rationalization measures on the overall flight network, and determination of the optimal fleet configurations;

(b) Implementation of defined "hub and spoke" networks within the mission and the regional flight interlink in Eastern Africa;

(c) Implementation of new route structures in order to attain an efficient use of assets to further implementation of the global concept of fleet utilization;

(d) Development of a holistic approach and understanding of strategic fuel management;

(e) Development of technical competence and skills vital to successfully plan and manage a widely dispersed and complex aircraft fleet;

(f) Acquisition of the necessary back office technologies (Air Transport Management System) that are essential to streamlining operations with a view to real-time monitoring and costs reduction;

(g) Consideration of the new emerging high-technology solutions for surveillance tasks, thereby minimizing the need for manned aircraft in that role.

30. These measures are expected to improve fleet utilization and fleet segment optimization with the objective of reducing the overall operating costs of the

aviation programme through a measured reduction in the size of the air fleet and the net number of flight hours, leading to a reduction in associated aviation fuel costs.

B. Headquarters Air Transport and Movement Control Sections

31. The Air Transport Section in the Logistics Support Division of the Department of Field Support is responsible for the specialized function of managing the air fleet, and provides advice and technical expertise to senior leadership on aviation matters, as well as policy, procedures and guidance for implementing air operations to missions. The Section has responsibility for implementing the integrated peacekeeping aviation strategy as aligned with the global field support strategy, including the road map for planning, training and equipping United Nations field missions with aviation assets, qualified personnel and providing for full management oversight. In addition to aircraft acquisition, all aircraft redeployments on a temporary or a long-term basis between missions are coordinated and authorized by the Air Transport Section. An example of the effectiveness and flexibility of this management approach is evidenced by the drawdown of the United Nations Mission in the Central African Republic and Chad, whereby aircraft from existing commercial contracts in Chad have largely been redeployed in support of the concurrent surge requirements of the United Nations Mission in the Sudan and the United Nations Organization Stabilization Mission in the Democratic Republic of the Congo. This has avoided a lengthy and potentially costly new acquisition process, while contracts for assets that will become redundant have been terminated in a timely manner. In addition, the Movement Control Section plans to utilize an optimum combination of existing United Nations strategic aircraft, short-term charter aircraft, WFP capacity and a long-term wide-body passenger jet aircraft to execute strategic airlift and troop rotations and realize efficiency gains in the overall spend.

C. Global Service Centre at Brindisi

32. To date, one key element of air operations management, the Strategic Air Operations Centre, has been delegated to the Global Service Centre at Brindisi. A second element, subject to General Assembly approval, is the proposed transfer of the existing Airfield and Air Terminals Unit to address global aviation infrastructural requirements and associated modularization issues. A third element is the envisaged air transport management system, which will use automatic flight data input from the global flight tracking system implementation at the Strategic Air Operations Centre, and will be delegated once the system is acquired.

1. Strategic Air Operations Centre

33. The Strategic Air Operations Centre is currently operating on a 24/7 basis to support global United Nations air operations. Planning and cost-benefit analysis of all ad hoc airlift and air support flights is being achieved to directly realize cost-efficiency gains. Ninety per cent of United Nations aircraft engaged in passenger and cargo movements and inter-mission operations are being actively tracked and monitored. The technical compliance issues pertaining to the remainder of aircraft under letter of assist or charter contracts are being addressed and full fleet-wide tracking is expected to be achieved by June 2011.

34. The specific functions of the Strategic Air Operations Centre relating to operations management of United Nations aircraft on long-term charter are:

(a) Exercise of global operational control of the Department of Field Support over strategic, out-of-mission area and inter-mission air movements, as well as VIP special flights in coordination with United Nations Headquarters and mission headquarters;

(b) Ensure that such United Nations aircraft deployed for strategic airlifts are utilized according to the concept of global fleet utilization;

(c) Focus on allocation of suitable aircraft to each task in terms of configuration, cost and operational efficiencies.

35. Responsibility for United Nations tasking processes in relation to inter-mission and out-of-mission area flight operations and the associated real-time tracking responsibility of the strategic air fleet has being delegated to the Strategic Air Operations Centre to maximize the use of strategic air assets without compromising existing support to missions. Allowing for the operational tasking of "shared" assets for regional, inter-mission and global air support tasks in tandem with the ability to monitor in real-time aircraft usage trends of these aircraft is essential to achieving efficiency.

2. Air Transport Management System

36. In response to Board of Auditors recommendations to strengthen its data monitoring systems to ensure the completeness and accuracy of aviation data, the Department of Field Support has made a priority to develop and implement an electronic Air Transport Management System to facilitate the global management of air operations. The procurement process to acquire a commercial platform has concluded without securing a satisfactory outcome. Given the significant increase in the complexity of managing a global integrated fleet, while ensuring compliance with United Nations Financial Regulations and Rules, the Secretariat is actively pursuing an alternative solution.

3. Airfield Air Terminals Unit

37. Aviation infrastructure in mission areas of operation is frequently severely degraded or compromised. Every effort will be made to ensure that the minimum international standards are achieved and that infrastructural upgrade is undertaken only when absolutely necessary to ensure flight safety and permit efficient United Nations air operations to be conducted where significant deficiencies constitute a hazard and adversely impact the achievement of the mission's mandate. The newly established Airfield and Air Terminals Unit of the Air Transport Section, which is proposed for transfer to Brindisi in 2011/12, serves as a platform for assisting missions in the management of air and ground support services for field missions' airfield and air terminal requirements and provide support in airport and helicopter landing site master planning and airfields repair programmes. The composition of related strategic deployment stocks, in particular, modular systems that allow for the speedy deployment of cost-efficient aviation ground infrastructure, for example, portable lighting systems, etc. will be more efficiently addressed in the context of modularization.

38. The technical expertise and the required international certification provided by the International Civil Aviation Organization (ICAO) under a management service agreement concluded with the United Nations in 2009 will greatly assist in infrastructural projects as may be required and that ensure the minimum specifications are met. The Airfield and Air Terminals Unit will provide for:

(a) An aerodrome development master plan for each mission;

(b) Assistance with procurement of air traffic management/communication navigation surveillance equipment, engineering works, other equipment and services, security, ground handling, ramp, and air operator services as may be necessary for mission start-up;

(c) Assistance with procurement of aeronautical equipment and the associated composition of safety data sheets;

(d) Airfield and helicopter landing site assessment, construction or rehabilitation;

(e) Management and supervision of aviation projects requiring international certification under the management service agreement with ICAO.

39. Implementation project agreements under the management service agreement has allowed for the completion of two significant projects in the United Nations Mission in the Sudan (United Nations international ramp) and refurbishment of an airfield/ramp in UNMIS and UNAMID. By improving the airfields, operational and safety requirements will be met in a safer manner and will ensure continuity of support.

D. Transportation and Movements Integrated Control Centre

40. In accordance with General Assembly resolution 64/269 approving the global field support strategy, the Department of Field Support has formally established the Transportation and Movements Integrated Control Centre at the Regional Service Centre at Entebbe in support of the largest field missions in Central and Eastern Africa supported by the Department of Field Support. The prime objective is to provide fully integrated transportation and movement services to realize efficiencies in multimode transportation requirements on the basis of a real-time and projected movement and demand analysis.

41. The main focus of the Centre will be on achieving integrated planning of the movement of personnel and cargo between missions in Africa using all available transportation assets.

42. Whereas the principal focus of the Strategic Air Operations Centre at Brindisi is on realizing efficiencies in the utilization of United Nations aircraft used for ad hoc strategic airlift requirements and inter-mission support flights, the efficiencies to be gained through the Transportation and Movements Integrated Control Centre arise from a more focused analysis of the demand side of the equation, with integrated planning of requirements on a regional basis driving the shape and composition of the strategic fleet and yielding further optimization of the respective mission short-haul fleets.

43. A regional flight schedule between the supported missions was tested on a pilot basis beginning on 15 January 2010. Two medium-haul passenger aircraft were assigned to the Transportation and Movements Integrated Control Centre to generate a regional flight schedule. They were also engaged in regional troop rotation within Africa, when not on their primary task of providing support to field missions.

44. These aircraft have transported 35,048 passengers, comprising military, police, military observers, civilians and others from United Nations agencies, between missions in the region through 30 September 2010. The pooling of the aircraft to provide coordinated regional flight services to meet the demand for long-haul movements in the region have generated a saving of approximately $27 million, due to the reduction of the two long-haul assets, one regional aircraft and one heavy cargo aircraft.

45. The global electronic movement requests for passengers and cargo known as e-MOP and e-CARGO will provide for immediate and efficient access to all United Nations staff in missions, including the troop-contributing countries/police-contributing countries and military observers; strengthening the role of joint movement control centres in each mission for movement planning is under way.

46. On 30 September 2010, the Transportation and Movements Integrated Control Centre was handed over to the Regional Service Centre at Entebbe. The experience with regional aggregation of demand, associated demand forecasting and the conduct of the regional flight schedules will be the subject of a review by the Department of Field Support in July 2011. The associated metrics will be set out in the related performance reports.

47. The initial cost-benefit analysis presented to Member States in the global field support strategy (A/64/633) quantified the benefits of the establishment of the Transportation and Movements Integrated Control Centre at approximately $47 million. These savings were based on reduction of aviation assets in the region as a result of better movement planning, cross-mission usage and right-sizing the aviation fleet. This analysis was limited to the strategic aircraft in the United Nations air fleet, namely, B 737/ MD 83, IL 76, C 130 and CRJs. MI 26 heavy lift helicopters were included in the review, as they are expensive and their usage is limited to specific tasks. In addition, the successful downsizing of the air assets will represent a reduction of over 36,000 tons of carbon dioxide reduction or approximately 11 per cent of total greenhouse gas emissions of peacekeeping aviation operations.

E. Field mission air operations

48. In each peacekeeping mission where aviation assets are deployed, an aviation section is established under the supervision of a Chief Aviation Officer. That section is responsible to the Chief or Director of Mission Support for all aspects of aviation operations. In complex missions structured with an Integrated Support Services Section, the Aviation Section falls under the authority of the Chief, Integrated Support Services Officer and the Section comprises three units, namely, the Air Operations Unit, the Air Terminal Unit and the Technical Compliance Unit. The functions and responsibilities of these units are explained in detail in the Department of Field Support/Department of Peacekeeping Operations Aviation Manual.

49. United Nations aircraft deployed in field missions are assigned to meet the following operational and administrative requirements in support of the mission's mandate, the concept of operations and the mission support plan:

(a) Casualty evacuation and medical evacuation and emergency flights;

(b) VIP special flights for liaison and negotiation;

(c) Civilian police and peacekeeping forces operational and emergency missions;

(d) Force rotations;

(e) Logistic support, in the form of transport of duty and diplomatic passengers, and mission cargo;

(f) Support flights to various missions;

(g) Freedom of movement of the mission's staff;

(h) Other missions as defined by the contract, letter of assist or pro-bono agreement;

(i) United Nations peacekeeping missions are also requested to support other United Nations agencies and funds with respect to air transportation of staff. Existing policy and procedures address the requirements, whether on a seat availability basis or entire aircraft charter, associated cost recovery and third-party liability issues.

50. In field missions, the Chief Aviation Officer ensures that air task requests received are properly authorized, within the capabilities of the aircraft and crew assigned and are achievable within the operational environment, in the context of the primary objective of ensuring that United Nations aviation assets are used safely, efficiently and effectively. The Aviation Section ensures that Department of Field Support policy and guidance is adhered to in all matters of aviation, contractual compliance of air operators and military aviation contingents, and quality and performance under the Department of Field Support aviation quality assurance programme. Operational risk management is embraced in all decisions pertaining to air operations.

V. Military aircraft provided to the United Nations under letters of assist

51. Military aircraft of Member States are engaged by the United Nations to provide air support services to peacekeeping missions for specific military tasks and air transportation services, depending on the applicable mandate of the Security Council. Typical military-specific roles include close air support to deployed military formations on the ground, show of force, patrol, observation, troop insertion and extraction, casualty evacuation and medical evacuation and search and rescue military utility helicopters have a role in providing mobility for land forces. When not engaged in military operations, these assets can supplement the aviation support effort of commercially contracted air carriers in the mission to achieve maximum utilization under the terms of the letter of assist.

Enhancement of existing letter of assist provisions and future acquisition of military air assets

52. Further to my report to the Special Committee on Peacekeeping Operations in 2010 (A/64/768), the terms and conditions of letters of assist are currently under review within the Department of Field Support and the Department of Peacekeeping Operations to ensure that specifications are relevant and adequate to evolving mission mandates. The important issue of reimbursement to Governments, comprising the agreed rates and the relationship to other payments in accordance with the associated memorandums of understanding, are currently the subject of a Department of Field Support/Department of Peacekeeping Operations working group review, in consultation with Member States, to ensure that provisions directly relate to real-time costs and equitably compensate the Governments for the services rendered. Simultaneously, the issue of military aircraft utilization in terms of hours flown and the operational availability of aircraft under letter of assist deployed in mission is the subject of examination and analysis by a joint Department of Peacekeeping Operations/Department of Field Support team. The team is continuing an on-site, mission-by-mission assessment with the objective of addressing under-utilization and validating each asset deployment in respect of the force requirements.

53. In addressing concerns about the shortfall of approximately 50 military utility helicopters in peacekeeping missions, the working group, with the full participation of the Office of Military Affairs in the Department of Peacekeeping Operations and the Department of Field Support, is undertaking deliberations to ensure that the available terms and conditions will permit and assist the commitment of Member States in the provision of high value military air assets to United Nations peacekeeping. The working group will report to senior management in February 2011 (see annex III).

VI. Aviation standards, quality, performance and aviation safety

54. Air operations in missions operate in unique and demanding environments, with Member States providing both civil commercial air carriers and military aviation support. The Department of Peacekeeping Operations/Department of Field Support Aviation Manual, in tandem with the United Nations aviation safety standards and mission standard operating procedures, constitute the Department of Field Support aviation regulatory regime. Together, they provide for definitive guidance for standardizing the differences in applicable aviation regulations and makes available procedures for Department of Field Support/Department of Peacekeeping Operations aviation operations where a state regulatory authority does not exist. In addition, the Manual provides procedures and practices for managing air assets in accordance with established United Nations regulations, directives and procedures. It is to be used in conjunction with annex 6 of the International Civil Aviation Convention (Chicago Convention) in respect of commercial operators, the United Nations aviation safety standards and the United Nations Procurement Manual.

55. While each United Nations mission is different, two basic premises are followed: firstly, flight safety will not be compromised; secondly, in carrying out the

mandated objectives, Department of Peacekeeping Operations/Department of Field Support flight standards and procedures must be followed at all times within the established risk-management framework.

56. The applicable aviation standards for commercial operators are the International Civil Aviation Standards and Recommended Practices and the United Nations Aviation Standards for Peacekeeping and Humanitarian Air Transport. The applicable standards for military aircraft under letters of assist are defined by the respective troop-contributing countries' national military regulations. Both military and commercial operators must however conform to the applicable regulations of the host country and further must operate in a wholly integrated manner in the peacekeeping operational environment and thus, must conform to policy, guidance and requirements of the Department of Field Support/Department of Peacekeeping Operations Aviation Manual, mission standard operating procedures and the Department of Field Support/Department of Peacekeeping Operations Aviation Safety Manual.

A. United Nations aviation standards

57. The Department of Field Support and WFP, with the assistance of ICAO, meet as the Aviation Technical Advisory Group. The Group established the United Nations Common Aviation Safety Standards to promote aviation safety, mitigate risk to the organization and United Nations personnel, and also to facilitate interoperability between the sister agencies involved in the provision of aviation support (see annex IV). In finalizing version 2 of the United Nations Common Aviation Safety Standards, ICAO confirmed that the standards are fully consistent with the International Civil Aviation Standards and Recommended Practices. ICAO shares the views of the Joint Inspection Unit in respect of the need to afford the Common Aviation Safety Standards a higher status within the United Nations system. Accordingly, I request the General Assembly to take note of version 2 of the United Nations Common Aviation Safety Standards and of my intention to promulgate those standards.

B. Aviation quality assurance programme of the Department of Field Support

58. Compliance with the required aviation standards in United Nations air operations is the imperative of the Department of Field Support aviation quality assurance programme. The objective is to make United Nations senior management and mission leadership feel confident that the required standards are being met in ongoing air operations both by the civil contracted air carriers and military aviation units and contingents. The programme is managed and executed by the Air Transport Section in coordination with the military operations branch and aviation technical compliance and quality assurance specialists at the mission level.

59. All aviation components are actively assessed on an appropriate scale and frequency, in keeping with industry and military best practices. Where quality, operational and safety standards are not being complied with and are raised during active monitoring, periodic audit or through trend analysis of mission performance

evaluations, corrective action to address the non-compliance is required within an actionable time frame to ensure that the required standard is achieved.

60. The aviation quality assurance programme incorporates a performance evaluation regime to determine whether required standards are being met or exceeded. Typically, continuous monitoring of activity under the programme addresses aircrew qualifications and experience as per the requirements of the United Nations, adequacy of training in conformity with aircrew currency requirements (e.g. night flying), operational conformity with United Nations procedures and applicable rules and regulations, and the adequacy of continuing maintenance being carried out on aircraft to meet airworthiness requirements.

C. Air operator vendor registration

61. The air operator vendor registration pre-qualification process is part of the Department of Field Support aviation quality assurance programme. All air operators seeking to participate in United Nations bids for the provision of air services must be registered with the Department and with the Department of Management before being included in the vendor database maintained by the Procurement Division. The vendor registration process begins with the evaluation of potential air operators, including technical and operational assessments by the Aviation Transport Section and a financial, commercial and reputational review by the Procurement Division.

62. The criteria governing the conduct of the technical evaluation are periodically reviewed for conformance with international standards and the United Nations Common Aviation Safety Standards, and the Aviation Transport Section has recently revised the format of the aircraft charter services technical and operational evaluation criteria.

63. A Department of Field Support aviation audit and inspection is conducted to determine a prospective air operator's capabilities to perform the services required before any award of contract. These visits are an essential part of the programme to ensure that only bona fide air operators are registered and contracted to provide air charter services to the United Nations. In 2009/10, 23 air carriers were pre-qualified and registered, 10 applications are under technical evaluation and a further 13 air carriers did not meet United Nations technical requirements (see annex V).

D. Aviation specialist development and training

64. Training for aviation specialists to maintain competencies at the highest level and ensure currency with the best practices within the transportation industry across a range of aviation and logistics disciplines is essential to the functioning of United Nations air operations.

65. The Air Transport Section develops and circulates to all field missions the standardized aviation training and certification programme required for all aviation specialists. That document, which is updated annually, is directed towards achieving the strategic aviation goals and priorities of the Department and consists of five components, namely: initial training; aviation managers course; on-the-job training; recurrent training; and specialized aviation training.

66. In the financial year 2009/10, aviation training was facilitated both at United Nations Headquarters and the field missions, with a total of 74 specialist training courses and 600 participants. All Professional and senior Field Service level staff are required to attend at least one course every two years and preferably one course per year.

67. The definition of the minimum number of required aviation staff for mission start-up, as well as rosters of a technically cleared pool of aviation specialists, is a fundamental part of the human resources pillar of the global field support strategy.

E. Aviation safety

68. Aviation safety is paramount to the United Nations. By definition, this involves a clear identification of the aviation hazards encountered, evaluation of the associated risks and the implementation of appropriate risk-mitigation measures to ensure that peacekeeping air operations are conducted at or below the acceptable levels of risk for each type of operation.

69. A formal aviation safety structure has been established in the United Nations Secretariat and in the field in order to address all issues related to aviation safety and is accountable to the Department of Peacekeeping Operations and the senior management of the Department of Field Support. The Aviation Safety Section at United Nations Headquarters is a component part of the Office of the Director of the Logistics Support Division in the Department of Field Support. The Section provides regular aviation safety oversight over the Department of Peacekeeping Operations/Department of Field Support field air operations, develops policies and guidelines and provides technical support to the aviation safety structures in the field.

70. Regular assessment visits to the missions are undertaken followed by a report containing recommendations aimed at improvement of the mission's procedures and safety posture. The Aviation Safety Section introduced as a key performance indicator the percentage rate of compliance with the safety recommendations arising from each visit. The overall key performance indicator for 2008/09 was 59 per cent, for 2009/10, 74 per cent and the target for 2010/11 is set at 85 per cent compliance.

71. The senior management of the Department of Field Support encourages a non-punitive reporting culture where all aviation occurrences are reported in an open and professional manner which allows for objective analysis and formulation of effective recommendations. As a result of this positive culture and other safety initiatives, the accident rate per 10,000 flight hours dropped from 0.30 in 2005 to 0.08 in 2009. All Department of Field Support activities related to aviation safety are compiled in the Aviation Safety Section annual report, which is disseminated to all field missions by the Under-Secretary-General for Field Support.

72. The missions' aviation safety officers conduct various activities in accordance with the mission aviation safety programme aimed at the identification of the reported and observed hazards, analysis of the results from investigations of aviation occurrences and the determination of appropriate risk-mitigation measures. The proactive nature of these activities ensures that all mission air operations, including military activities, are conducted after a proper risk-management process,

taking into consideration the potential hazards and applying adequate mitigation measures.

73. In accordance with the Department of Field Support Aviation Manual, a mandatory aviation risk assessment form must be completed by the operating aircrew prior to each civil or military flight or series of flights. In order to expand further the concept of operational risk management, the senior management of the Department of Peacekeeping Operations and the Department of Field Support endorsed the Policy Directive on Aviation Operational Risk Management in April 2008 and introduced associated policy implementing guidelines. The ultimate goal of those policy documents is to allow for early identification of hazards and associated risk, and the timely implementation of appropriate risk-mitigation measures.

74. Operational risk management is a decision-making process which involves all managerial levels in the mission's structure during the planning and execution of mission support flights, including the management of change as applicable to flight operations. The Head of Mission is responsible and accountable to the Under-Secretary-General for Peacekeeping Operations for the implementation of aviation risk-management procedures in his or her mission and is ultimately responsible for decisions made in the risk-management process associated with the employment of mission aviation resources.

75. The aviation safety policies and structures in place provide a comprehensive aviation safety regime for United Nations field operations. Implementation of the operational risk-management process will lead to further gains in aviation safety in United Nations peacekeeping.

VII. Conclusions

76. The United Nations Secretariat remains committed to achieving operational and cost efficiencies in the conduct of air operations without compromising the support provided to field missions or the safety and security of United Nations personnel and peacekeepers deployed in field missions.

Action to be taken by the General Assembly

77. The General Assembly is requested to take note of the report and version 2 of the United Nations Common Aviation Safety Standards and my intention to promulgate those standards.

Annex I

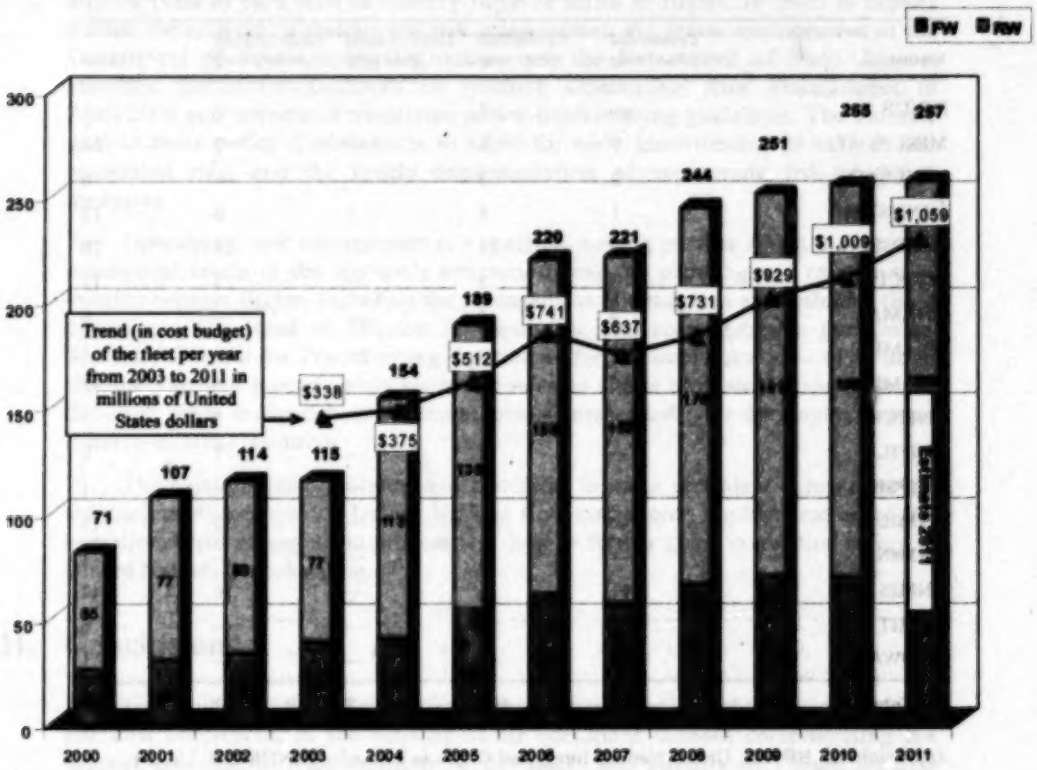
Department of Field Support aviation fleet 30 September 2010

Mission	*Commercial fixed wing*	*Commercial rotary wing*	*Letter of assist fixed wing*	*Letter of assist rotary wing*	*Total*
BINUB	—	1	—	—	1
MINURCAT	9	6	—	7	22
MINURSO	3	3	—	—	6
MINUSTAH	1	4	1	6	12
MONUSCO	20	24	2	24	70
ONUCI	3	5	—	3	11
UNAMA	4	4	—	—	8
UNAMI	1	—	—	—	1
UNAMID	10	30	—	5	45
UNFICYP	—	—	—	3	3
UNIFIL	—	1	—	7	8
UNIPSIL	—	1	—	—	1
UNMIL	3	5	—	11	19
UNMIN	—	1	—	—	1
UNMIS	11	15	—	16	42
UNMIT	2	4	—	—	6
UNOWA	1	—	—	—	1
Total	**68**	**104**	**3**	**82**	**257**

Abbreviations: BINUB, United Nations Integrated Office in Burundi; MINURCAT, United Nations Mission in the Central African Republic and Chad; MINURSO, United Nations Mission for the Referendum in Western Sahara; MINUSTAH, United Nations Stabilization Mission in Haiti; MONUSCO, United Nations Organization Stabilization Mission in the Democratic Republic of the Congo; ONUCI, United Nations Operation in Côte d'Ivoire; UNAMA, United Nations Assistance Mission in Afghanistan; UNAMI, United Nations Assistance Mission for Iraq; UNAMID, African Union-United Nations Hybrid Operation in Darfur; UNFICYP, United Nations Peacekeeping Force in Cyprus; UNIFIL, United Nations Interim Force in Lebanon; UNIPSIL, United Nations Integrated Peacebuilding Office in Sierra Leone; UNMIL, United Nations Mission in Liberia; UNMIN, United Nations Mission in Nepal; UNMIS, United Nations Mission in the Sudan; UNMIT, United Nations Integrated Mission in Timor-Leste; UNOWA, United Nations Office for West Africa.

Annex II

Rising costs of the Department of Field Support aviation fleet



Annex III

Military aircraft status in peacekeeping

	MINURCAT (7)	*MINUSTAH (6)*	*MONUSCO (20 + 4)*	*ONUCI (3)*	*UNAMID (5)*	*UNFICYP (3)*	*UNIFIL (6)*	*UNMIL (8 + 3)*	*UNMIS (10)*	*Total*
Argentina	—	2	—	—	—	3	—	—	—	5
Bangladesh	3	—	6	—	—	—	—	—	—	9
Chile	—	4	—	—	—	—	—	—	—	4
Ethiopia	—	—	—	—	5 Armed	—	—	—	—	5
Ghana	—	—	—	3	—	—	—	—	—	3
India	—	—	10 + 4 Armed	—	—	—	—	—	—	14
Italy	—	—	—	—	—	—	4	—	—	4
Pakistan	—	—	—	—	—	—	—	—	6	6
Russian Federation	4	—	—	—	—	—	—	—	4	8
South Africa	—	—	2	—	—	—	—	—	—	2
Spain	—	—	—	—	—	—	2	—	—	2
Ukraine	—	—	—	—	—	—	—	8 + 3 Armed	—	11
Uruguay	—	—	2	—	—	—	—	—	—	2
Total	**7**	**6**	**24**	**3**	**5**	**3**	**6**	**11**	**10**	**75**

Abbreviations: MINURCAT, United Nations Mission in the Central African Republic and Chad; MINUSTAH, United Nations Stabilization Mission in Haiti; MONUSCO, United Nations Organization Stabilization Mission in the Democratic Republic of the Congo; ONUCI, United Nations Operation in Côte d'Ivoire; UNAMID, African Union-United Nations Hybrid Operation in Darfur; UNFICYP, United Nations Peacekeeping Force in Cyprus; UNIFIL, United Nations Interim Force in Lebanon; UNIPSIL, United Nations Integrated Peacebuilding Office in Sierra Leone; UNMIL, United Nations Mission in Liberia; UNMIS, United Nations Mission in the Sudan.

Annex IV

United Nations Aviation Technical Advisory Group: terms of reference

A. Mission

The Aviation Technical Advisory Group promotes measures to reduce the level of risks associated with the United Nations system's civil air transport operations.

B. Composition

The Aviation Technical Advisory Group is an inter-agency group consisting of aviation specialist members from the United Nations Department of Field Support and the World Food Programme (WFP) with the International Civil Aviation Organization (ICAO) in an advisory capacity.

The permanent members of the Aviation Technical Advisory Group are:

1. Chief of the Air Transport Section of each organization.
2. Chief of the Aviation Safety Section of each organization.
3. One designated ICAO adviser appropriate to the objectives of the Aviation Technical Advisory Group.

Other experts on an as-needed basis may be invited by the Chairperson of the Aviation Technical Advisory Group.

C. Terms of reference

1. Advise the United Nations system on aviation operational and safety matters.
2. Periodically review and amend the United Nations common aviation standards and procedures for relevance and consistency with international safety standards and operational requirements.
3. Periodically review the implementation status of the common aviation standards.
4. Review hazards that have an impact on the United Nations system air transport operations, including the results of accident investigations, and propose relevant actions to mitigate associated risks, consequently reducing organizational exposure.
5. Periodically review and advise on common procedures for air transport service and safety management, aviation technical agreements to enhance interoperability between the Department of Field Support and WFP.
6. Review the results of audits conducted by third-party organizations on aviation and aviation safety of the Department of Field Support and WFP and advise on the applicability of the recommendations to the United Nations system as a whole.

7. Facilitate the sharing of operational, safety and aviation security information among members of the United Nations system as a whole.

8. Develop and review criteria for the assessment of the risks associated with the use of both chartered and scheduled air operations charter holder for official travel by United Nations system staff members.

9. Share the latest developments and trends in international civil aviation (Standards and Recommended Practices, Procedures for Air Navigation Services and guidance material).

10. Advise and undertake any other activities that enhance interoperability between the Department of Field Support and WFP, air transport service operations and aviation safety management.

D. Meetings of the Aviation Technical Advisory Group

1. Meetings are chaired by the Department of Field Support or WFP, alternating every two years.

2. Each of the respective organizations nominates a Chairperson from among the permanent members.

3. The Aviation Technical Advisory Group meets at least twice a year. Meetings are convened by the Chairperson.

4. Regular meetings are held at ICAO headquarters in Montreal.

Annex V

Department of Field Support list of approved air carriers

			Air carrier details			
	Flight service vendor official title	*Country of origin*	*Air operations charter holder approved aircraft type*	*Completion date technical evaluation*	*United Nations vendor ID*	*United Nations Global Marketplace*
1	748 Air Services	Kenya	C208, HS748 (cargo only, casualty evacuation/medical evacuation)	14 Oct 2010		
2	Abakan Avia	Russian Federation	IL76	2 June 2004	22630	137837
3	Aer Arann	Ireland	ATR-42/300, ATR-72-200/500	5 May 2010		
4	Aero Services Corporate	France	High Speed Liaison — TBA	21 June 1999	18438	126793
5	Aero Services Executive	France	A319CJ	18 Mar 2002	18438	126793
6	Aeronorte Transportes Aeros	Portugal	B06	2 June 2005	24321	113080
7	Aeropetservices 224FU	Russian Federation	IL76, A124	19 Feb 2003	20551	None
8	Air Blue	Pakistan	A320, A321	13 June 2005	24255	110465
9	Airline Rostvertol-Avia Cosed joint stock company	Russian Federation	Mi-26T	27 Sept 2010		
10	Air Europa	Spain	B763, B734, B738	14 Apr 2005	6340	126455/167086
11	Air Italy S.p.a	Italy	B737, B757, B767	1 Sept 2009	29394	156412
12	Air Mediterranee	France	A321, A320	21 Dec 2007	27804	135386
13	Air Urga	Ukraine	AN24, AN26	15 Mar 2004	3504	126965
14	Airwork (NZ) Limited	New Zealand	AS50, AS55, BK17, F27, B732	7 July 2003	21378	None
15	AJT Air International	Russian Federation	IL86	29 Jan 2001	18114	None
16	Aliven S.R.L.	Italy	C56X, C25A, C500, LJ35	23 Mar 2004	22469	105815
17	Alliance Airlines	Australia	F28	16 Jan 2007	None	131155
18	ALS Limited	Kenya	C182, C206, BE20, CN35, B190, AT42, AS50	1 Apr 2004	22856	126377
19	Alta Flights (Charters), Inc.	Canada	C402, C414, D228, BE20, PSW4	15 Apr 2003	21076	None
20	AMC Aviation	Egypt	A310, MD83	12 Oct 1998	7486	None
21	Arkia Israeli Airlines	Israel	B757, AT72	12 Oct 1998	21456	None
22	Asiana Airlines	Republic of Korea	B744, B763, B734, A321	5 Sept 2001	17289	135974

	Air carrier details					
	Flight service vendor official title	*Country of origin*	*Air operations charter holder approved aircraft type*	*Completion date technical evaluation*	*United Nations vendor ID*	*United Nations Global Marketplace*
23	Askari Aviation	Pakistan	C421, ALO3	23 Dec 2002	20488	132735
24	Astral Aviation Limited	Kenya	AN12	11 June 2004	22871	105237
25	Atlant-Soyuz Airlines	Russian Federation	IL76, T154, IL86	16 Apr 1999	3617	139979
26	Atlas Air, Inc.	United States of America	B747	29 Jan 2002	18107	None
27	Atruvera	Russian Federation	MI26, IL76	17 Jan 2002	18090	None
28	Avialeasing Aviation Co.	Uzbekistan	IL76	2 Feb 2000	13627	None
29	Aviation Assistance	Denmark	B190, BE30, BE20	28 June 2004	3630	None
30	Aviation International Support	Kenya	B06, AS50, DHC5	28 July 2004	23295	107724
31	Aviacon Zitotrans Air Company	Russian Federation	IL76TD	4 May 2010		
32	Azerbaijan Airlines	Azerbaijan	IL76	24 Sept 2002	None	None
33	Balmoral Central Contract	South Africa	BE20	3 Apr 2003	16961	None
34	Base 4 Aviation (Pty.) Ltd.	South Africa	B06, B407, ALO3, B105	4 Sept 2003	None	None
35	Benair	Denmark	L410, C550, B06	3 June 2003	22889	None
36	Blue Panorama Airlines	Italy	B734	18 Nov 2002	None	None
37	Bradley Airservices — First Air	Canada	B727, B737, C130, AT42	11 Apr 2005	24082	101423
38	Bristow Helicopters Ltd.	United Kingdom	S61, S76, B214, B212	28 Nov 1994	2416	127263
39	Bulgaria Air Jsc	Bulgaria	A320-200	21 May 2010		
40	C&G Charter cc T/A King Air Charter	South Africa	B190, BE20	1 July 2009	30101	103839
41	Cargojet Airways Ltd.	Canada	B727, B757, B767	28 Apr 2010		
42	Cargolux	Luxembourg	B744	18 May 2004	6032	106513
43	CHC Helicopters Africa	South Africa	S61	31 Aug 2004	23167	108985
44	CHC Helicopters International Inc.	Canada	B212, S76, S61, S92	15 Feb 2007	22679	None
45	Climber Air A/S	Denmark	AT42, AT72, CL60	13 Jan 2003	None	None
46	CMC Aviation Ltd.	Kenya	DHC8-100/300	30 Apr 2010		
47	Comav (Pty.) Ltd.	Namibia	C208, C310, F406, B190, C500	18 Mar 2004	22835	None
48	Coulson Aircrane	Canada	S61, B06	1 Sept 2005	None	None

	Air carrier details					
	Flight service vendor official title	*Country of origin*	*Air operations charter holder approved aircraft type*	*Completion date technical evaluation*	*United Nations vendor ID*	*United Nations Global Marketplace*
49	Dalavia Far East Airlines	Russian Federation	IL62, T154, AN24, AN26	30 July 2001	17374	None
50	DAS Air Cargo	United Kingdom	DC10	21 Jan 2003	None	None
51	Denim Air BV	Netherlands	F27, DH8C	14 Dec 2006	26437	131726
52	Domodedovo Airlines	Russian Federation	YK42, IL62, IL96	3 Sept 2003	21990	127424
53	Eagle Helicopters	United States of America	AS50	13 Mar 2001	None	None
54	East African Safari Air	Kenya	G159, F28, L410, B757	29 Sept 2003	21527	None
55	Economica Oy Aircons	Finland	PA42	12 Sept 2003	None	None
56	Egypt Air	Egypt	B747, B777, A340, A300, A321, B737	19 Dec 2001	3944	136005
57	El Al	Israel	B747, B767, B757, B737	21 June 1999	None	None
58	Emercom	Russian Federation	IL76, MI8	20 Aug 2002	19223	None
59	Ethiopian Airlines	Ethiopia	B767, B757, B707, AT42, C130, FK50, DHC5, DHC6	4 Jan 2001	14703	159342
60	Eurasia Airlines	Russian Federation	AN12, T154, IL86	11 June 2002	19139	None
61	Euroatlantic Airways	Portugal	B737	29 Aug 2001	17255	None
62	Eurocypria	Cyprus	B738	16 May 2005	24212	127919
63	Evergreen Helicopters, Alaska	United States of America	B205, B212, AS50, BK17, B105, B06, C212, LJ35	29 June 2007	27950	141332
64	Evergreen Helicopters, Oregon	United States of America	B212, B06, ALO3	7 Dec 1994	2632	106918
65	Evergreen Intl Airlines	United States of America	B747	30 June 1995	7576	101478
66	Everett Charter Aviation	Kenya	BK117	1 July 2009	30347	162585
67	Executive Transport Airways	Canada	S61	1 Sept 2005	None	118377
68	Executive Turbine	South Africa	B190, BE20, BE9L, AT42, SH36, LJ35	12 May 2005	24231	112212
69	FAI Rent-a-Jet	Germany	C550, LJ35, LJ55	19 Dec 2003	21924	105149
70	Farnair	Switzerland	A300, F27, SH36, L410	17 June 1995	None	138171
71	Federal Air	South Africa	C208	1 Feb 1995	2643	None
72	Foxair SPA	Italy	P180	7 July 2003	None	None
73	Free Bird Airlines	Turkey	MD83	3 Sept 2003	21751	127909

			Air carrier details			
	Flight service vendor official title	*Country of origin*	*Air operations charter holder approved aircraft type*	*Completion date technical evaluation*	*United Nations vendor ID*	*United Nations Global Marketplace*
74	G5 Executive AG	Switzerland	GLF5, E135	3 Sept 2003	21428	127752
75	Georgian Airways	Georgia	YK40, B737, CL 600-2B19	14 Sept 2006	26053	116023
76	Hamburg International	Germany	B737-700, A319-111/112	12 Aug 2001	18082	None
77	Heli Air Services	Bulgaria	MI8, L410	21 Oct 1998	11135	127738
78	Heli Niugini	Papua New Guinea	BK17, B06	27 Sept 2001	18385	None
79	Helicopteros Del Soreste	Spain	B412	26 Dec 2006	13772	101794
80	Helicopters (NZ) Ltd.	New Zealand	B06, B212, AS50	19 June 2003	21154	127788
81	Heliportugal	Portugal	AS365N	25 Feb 2010	—	—
82	Hevi Lift	Papua New Guinea	B212, B06, AS50, BE20	16 July 1998	15802	None
83	Iberworld Airlines SA	Spain	A330, A320	15 Feb 2007	30125	138534
84	Icelandair ehf	Iceland	B757	24 Feb 2010		167295
85	Ilavia Airlines	Russian Federation	IL76	29 July 2002	19679	None
86	Jet Club	Switzerland	GLF5, GLF4, C56X	29 Jan 2002	None	None
87	Jetflighte Oy Wihuri Aviation	Finland	FA20, CL60	3 Apr 2003	18243	None
88	Jordan Aviation	Jordan	B737, B707	12 Sept 2003	21455	None
89	Kalitta Airlines	United States of America	B747	16 Aug 2002	19302	165068
90	Khoriv Avia	Ukraine	MI8	22 Mar 2004	22398	None
91	Kirov Avia	Russian Federation	AN26, T134	30 Dec 1997	10207	None
92	Komiaviatrans State Enterprise	Russian Federation	MI26, MI8, MI2	23 June 2005	16153	None
93	Korean Air	Republic of Korea	B744, A332	16 Jan 2001	2861	139699
94	Lan Chile	Chile	A340, B767, A320	11 June 2004	22848	None
95	Lauda Air	Austria	B767, B737	16 June 2005	2883	None
96	Linhas Aereas de Mozambique (LAM)	Mozambique	B737, C212	19 Nov 2001	4250	None
97	Lloyd Helicopter Services Ltd.	Australia	S76, AS32, B212, B06, B412	7 Dec 1999	12173	126571
98	London Executive Aviation Ltd.	United Kingdom	PA34, PA36, C550, C560	31 Oct 2003	22362	None
99	Lotus Air	Egypt	A320	23 June 2005	17001	None
100	LTU Lufttransport	Germany	A332, A333, A321, A320	28 May 2004	24018	None
101	Luxor Air	Egypt	MD83	26 Mar 2003	20979	None

	Air carrier details					
	Flight service vendor official title	*Country of origin*	*Air operations charter holder approved aircraft type*	*Completion date technical evaluation*	*United Nations vendor ID*	*United Nations Global Marketplace*
102	Malaysian Airlines System	Malaysia	B737	30 Oct 2002	None	None
103	Mex-Mocambique Expresso	Mozambique	C212, BE20	18 Mar 2003	None	None
104	Miami Air International	United States of America	B734, B738	9 Jan 2007	6048	136499
105	Midwest Airlines	Egypt	A310	1 June 2000	14705	106227
106	Motor Sich JSC	Ukraine	AN12, AN24, YK42, AN74	11 Mar 2004	15738/ 29207	126892
107	Murray Air	United States of America	DC86	25 Apr 2002	25779	127685
108	National Airways Corporation	South Africa	BE20	1 June 1995	29696	163906
109	National Helicopters Inc.	Canada	B212	11 Jan 2005	23238	106366
110	Naturelink Aviation	South Africa	BE20, BE30, B190, E110	14 Dec 2006	26480	126183
111	Nefteyugansk	Russian Federation	MI8	5 Jan 1998	12112	None
112	Netjets	United States of America	B737	30 June 2005	30307	123675
113	Niznhevartovskia	Russian Federation	Mi-8P, Mi-8AMT	26 Apr 2010		
114	Occitania-Octavia	France	F28, B190, FA50, F900, HS25	9 Aug 2001	16851	None
115	Omni Air Intl.	United States of America	DC10, B757	30 June 1995	6102	109463
116	Orient Thai Airlines	Thailand	B747, L101	3 Sept 2003	21429	115317
117	Pacific Helicopter Pty. Ltd.	Papua New Guinea	B212, B06, AS50, H500	13 Dec 1999	None	115033
118	Pacific Helicopter Tours, Inc.	United States of America	S61, B212, B222, B06, UH1, H369	9 June 2004	22973	106313
119	Pakistan International Airlines	Pakistan	B747, A306, A310, B737, F27, DHC6	7 Mar 2003	21311	None
120	Pearl Aviation	Australia	BE20, C550, ASTR, SA227	28 June 2004	24237	108499
121	Phoenix Aviation Limited	Kenya	C550	2 Nov 2010		
122	Polet	Russian Federation	A124	25 June 1998	13499	168814
123	Privat Air SA	Switzerland	B757, B733, B737, GLF4	7 July 2003	22874	None
124	Royal Aviation Inc.	Canada	B757, B737	17 Dec 1999	13498/ 16798	None

			Air carrier details			
	Flight service vendor official title	*Country of origin*	*Air operations charter holder approved aircraft type*	*Completion date technical evaluation*	*United Nations vendor ID*	*United Nations Global Marketplace*
125	Royal Jordanian	Jordan	A342, A310, A321, A320, EMB170, EMB190	19 Dec 2000	12771	None
126	Russian Sky Airlines	Russian Federation	IL86, T154, IL62, IL76	18 May 2006	23827	None
127	Safair Operations Pty. Ltd.	South Africa	L382	1 Nov 2009	30379	166408
128	San Joachin Helicopters	United States of America	B212, UH1, B06	1 Apr 2004	None	None
129	Shanghai Airlines	China	B767, B757, B737, CRJ1	1 Oct 2002	19654	None
130	Shar Ink.	Russian Federation	AN74, MI8, YK42	13 May 2005	24186	114601
131	Silk Way Airlines	Azerbaijan	IL76, AN12	10 Mar 2005	23931	112603
132	Skol Airline LLC	Russian Federation	MI-171, Mi-8AMT, MI26	1 Oct 2009	30301	155455
133	Skyservice Airlines Inc.	Canada	A320, B757	19 Jan 2010		
134	Smartlynx	Latvia	A320	1 July 2009	30107	164134
135	Solenta	South Africa	B190, AT42, C208	19 Nov 2004	None	104911
136	Starlite Aviation (Pty.) Ltd.	South Africa	SA 330J (pending site visit)	27 Sept 2010		31827
137	Swiftair	Spain	B727, MD83, AT42, AT72	4 Sept 2003	21575	127363
138	Tajikistan Airlines (Rename Tajik Air)	Tajikistan	T134, T154, YK40, AN24, AN26, AN28, MI8	16 Aug 2002	18570	None
139	Titan Airways	United Kingdom	B733, B462, AT42	23 Sept 2002	20340	None
140	Transcapital Air Ltd.	Canada	DHC7	13 Apr 2001	None	None
141	Twin Jet Aircraft	United Kingdom	A319	30 Aug 2002	19865	None
142	Ukrainian Helicopters	Ukraine	MI8	12 Oct 2006	10731	129918
143	UTair Aviation	Russian Federation	MI26, MI8, T134, T154	9 Oct 1995	20392	126729
144	Uzbekistan Airways	Uzbekistan	IL76, IL86, IL62, T154	15 Apr 2002	None	None
145	Vim Avia	Russian Federation	B752	6 June 2006	25739	124909
146	Vladivostok Air (Avia)		T154, YK40, MI8, KA32	22 Mar 2004	22433	None
147	Vostok Aviation	Russian Federation	MI8	28 June 2001	16631/ 22433	108501
148	Voyageur Airways Ltd.	Canada	DHC8, DHC7, BE20	20 Apr 2002	7623	116403
149	Zimex Aviation	Switzerland	B190, BE20	17 June 1995	3448	162887

Legend

Category	*Description*	*Criteria*
H1	Helicopter light	MTOW ≤ 4T
H2	Helicopter medium	MTOW ≥ 4T or ≥ 10 pax
H3	Helicopter heavy	MTOW ≥ 9T
F1	Single engine	
F2	Turbo light	≤ 19 pax
F3	Turbo medium	20 ≥ x ≤ 89 pax
F4	Turbo heavy	≥ 90 pax
F5	High speed liaison (Jet)	≤ 10 pax
F6	Jet light	≤ 19 pax
F7	Jet medium	20 < x ≤ 199 pax
F8	Jet heavy	200 < x ≤ 299 pax
F9	Widebody	≥ 300
F10	Cargo medium	< 40T
F11	Cargo heavy	40T ≤ x < 100T
F12	Cargo extra heavy	≥ 100T